

SAFETY GUIDELINES  
PRIVATELY OWNED VEHICLE (POV) SAFETY

1. REFERENCES.

- a. AR 385-10, The Army Safety Program.
- b. AR 385-40, Accident Reporting and Records.
- c. FR Reg 190-5, Motor Vehicle Traffic Supervision.
- e. Fort Riley Commanders, Leaders/NCOs & Soldiers Risk Management Toolbox for Privately Owned Vehicles, referred to hereafter as “the Fort Riley POV Toolbox.”

2. The following six-step program has proven the reduction or the continued prevention of soldier’s POV accidents and fatal injuries:

- a. Command Emphasis: Positive leader emphasis on POV accident prevention must be unrelenting. Leaders must accomplish several actions:

- (1) Company commanders ensure that safety briefings are conducted prior to every weekend, with special emphasis prior to long weekends and holidays. First-line leaders will reiterate the commander’s guidance to their soldiers.

- (2) All units will schedule one safety day each quarter. POV accident prevention will be a mandatory topic at every quarterly session.

- (3) Consider establishing “wind-down” time after extended FTXs or deployment. See page 12, Fort Riley POV Toolbox, REFERENCE E.

- b. Discipline.

- (1) Company commanders will ensure that every soldier joining the unit is briefed on local and seasonal driving hazards. This will be accomplished within 72 hours of joining a unit. Additionally, provide strip maps of dangerous roadways in the local area. Strip maps of dangerous roadways are available through unit Safety Officers/NCO or the DES, Safety Division (Bldg 407).

- (2) Determine if soldiers require defensive driving training and/or motorcycle defensive driving training. Schedule soldiers for the next available training session. The battalion Master Driver conducts automobile defensive driving training. The DES, Safety Division conducts motorcycle defensive driving training.

(3) Commanders will ensure their chain of command counsels “at risk” soldiers. Commanders should discuss POV operations during monthly counseling sessions and/or unit formations. At a minimum, all commanders and their subordinate leaders should conduct the “at risk” review during monthly counseling sessions and on all subordinate SSG and below soldiers (SFC and above is optional). To determine “at risk” soldiers, commanders and subordinate leaders should use the Installation Prevention Team (IPT) Individual Soldier Risk Assessment Worksheet, entitled “Identification of the High Risk Soldier”. Copies of this worksheet are available in the Fort Riley Leaders Handbook, Fort Riley POV Risk Management Toolbox or the DES, Safety Division (239-2514).

(4) As a commander, know and use your authority under para. 2-3c, FR Reg 190-5 to suspend driving privileges; not as punishment, but to safely modify the behavior of soldiers who demonstrate reckless behavior (see “Standards” below). Only the Garrison Commander has the authority to revoke driving privileges on Fort Riley. Utilize the Aggressive Drivers Training Course being offered through the DES, Safety Division for soldiers that have been identified as high risk for accidents.

c. Risk Management.

(1) All company-level commanders conduct a risk assessment of every soldier in the unit to identify “at risk” soldiers. Make this mandatory during unit inprocessing. Use the “Identification of the High Risk Soldier” found in the Fort Riley POV Toolbox.

(2) Leaders and soldiers will review/update these assessments in conjunction with POV inspection procedures and first-line leader’s monthly counseling of soldiers. Use other controls from the Fort Riley POV Toolbox as appropriate to reduce risk.

d. Standards: Commanders and leaders will ensure that soldiers are aware of POV regulatory traffic standards. This will begin with the soldier’s inprocessing within the unit and will be continually reinforced.

(1) Company commanders will ensure every soldier’s vehicle is inspected each quarter by using the POV Safety Checklist at Attached E-1 of the Safety Management Plan. Additional inspections may be performed prior to each long weekend, pass, leave or PCS. At a minimum, check all items on the Fort Riley POV Safety Checklist. This includes commanders verifying each soldier has a current operator’s license, vehicle insurance and current registration. Soldiers will not be released for leave or pass until the safety deficiencies are corrected.

(2) Commanders have several options for enforcing the POV accident prevention program. For example, a soldier without a current state driver’s license will be ordered not to drive or cars with serious safety violations will be deadlined until corrected. Under FR Reg 190-5, only the Garrison Commander may revoke a soldier’s installation driving privileges for hazardous driving. This driver’s license suspension is a direct result of the commander’s actions taken when a soldier receives traffic-related tickets.

e. Alternatives.

(1) Commanders will ensure all soldiers carry on their person the telephone numbers of their chain of command, local taxi companies and the military police desk. When soldiers are under the influence of alcohol or fatigue, they will call their chain of command, who will assist them in safely returning to billets or quarters. If the soldier is within 50 miles of Fort Riley, he can call 239-MPMP, and the military police will pick up the soldier(s) and give a courtesy ride to the billets or on post quarters. No report of discipline will be filed against the soldier. Calling a taxi is a suitable alternative.

(2) The Fort Riley POV Toolbox is an excellent source for other POV accident prevention measures, suitable for company and battalion commanders. It is available in hard copy from the DES, Safety Division or electronically at the DES, Safety Division INTRANET site.

f. Commander's Assessment:

(1) POV accidents, which result in the death or serious injury of a soldier, will be investigated and reported IAW AR 385-40. Unit commanders and safety officers will execute DA Form 285-AB-R and forward through the chain of command when any injury results in a lost duty day.

(2) After a fatal POV accident or near fatal accident in which a soldier is found at fault, the battalion or separate company commander will conduct an "Accident Assessment" with the involved soldier's chain of command to determine what happened, root causes and what will be done to prevent a similar occurrence. The battalion commander will disseminate control measure implementation to subordinate leaders. The DES, Safety Division and the Traffic Accident Investigation Section of the Provost Marshal's Office will assist battalion commanders in their assessments and reporting. IAW AR 385-10, the DES, Safety Division will publish lessons learned on all fatal accidents. Appropriate commanders will comply with Policy paragraph 4.e, for providing information on reporting of any fatal accident.

3. Commanders will implement every element of this mandatory six-part program in every unit, and will add their own good ideas. Commanders and leaders are encouraged to be bold and innovative in their approaches. Direct, positive, hands-on leadership will make a difference. This is leaders business at every level.

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